

(ii) At least 5 minutes after the occurrence of the highest temperature recorded, if continuous OEI power or maximum continuous power is used.

(5) The speeds must be those used in determining the takeoff flight path under § 29.59.

(b) *Category B.* For each category B rotorcraft, cooling must be shown during takeoff and subsequent climb as follows:

(1) Each temperature must be stabilized while hovering in ground effect with—

- (i) The power necessary for hovering;
- (ii) The appropriate cowl flap and shutter settings; and
- (iii) The maximum weight.

(2) After the temperatures have stabilized, a climb must be started at the lowest practicable altitude with takeoff power.

(3) Takeoff power must be used for the same time interval as takeoff power is used in determining the takeoff flight path under § 29.63.

(4) At the end of the time interval prescribed in paragraph (a)(3) of this section, the power must be reduced to maximum continuous power and the climb must be continued for at least five minutes after the occurrence of the highest temperature recorded.

(5) The cooling test must be conducted at an airspeed corresponding to normal operating practice for the configuration being tested. However, if the cooling provisions are sensitive to rotorcraft speed, the most critical airspeed must be used, but need not exceed the speed for best rate of climb with maximum continuous power.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-1, 30 FR 8778, July 13, 1965; Amdt. 29-26, 53 FR 34219, Sept. 2, 1988]

§ 29.1049 Hovering cooling test procedures.

The hovering cooling provisions must be shown—

(a) At maximum weight or at the greatest weight at which the rotorcraft can hover (if less), at sea level, with the power required to hover but not more than maximum continuous power, in the ground effect in still air, until at least five minutes after the occurrence of the highest temperature recorded; and

(b) With maximum continuous power, maximum weight, and at the altitude resulting in zero rate of climb for this configuration, until at least five minutes after the occurrence of the highest temperature recorded.

INDUCTION SYSTEM

§ 29.1091 Air induction.

(a) The air induction system for each engine and auxiliary power unit must supply the air required by that engine and auxiliary power unit under the operating conditions for which certification is requested.

(b) Each engine and auxiliary power unit air induction system must provide air for proper fuel metering and mixture distribution with the induction system valves in any position.

(c) No air intake may open within the engine accessory section or within other areas of any powerplant compartment where emergence of backfire flame would constitute a fire hazard.

(d) Each reciprocating engine must have an alternate air source.

(e) Each alternate air intake must be located to prevent the entrance of rain, ice, or other foreign matter.

(f) For turbine engine powered rotorcraft and rotorcraft incorporating auxiliary power units—

(1) There must be means to prevent hazardous quantities of fuel leakage or overflow from drains, vents, or other components of flammable fluid systems from entering the engine or auxiliary power unit intake system; and

(2) The air inlet ducts must be located or protected so as to minimize the ingestion of foreign matter during takeoff, landing, and taxiing.

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424), sec. 6(c), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 969, Jan. 26, 1968; Amdt. 29-17, 43 FR 50601, Oct. 30, 1978]

§ 29.1093 Induction system icing protection.

(a) *Reciprocating engines.* Each reciprocating engine air induction system must have means to prevent and eliminate icing. Unless this is done by other means, it must be shown that, in air